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**THE MINIMUM WATER RATE.**—At the meeting of the Water and Sewerage Board yesterday.

whole are necessary to ensure a papal election. There were seven French, three German, four Spanish, and the rest Austrian, Hungarian, Polish, Portuguese, Belgian, or Bohemian Cardinals at the beginning of the year.

The proposal to connect Great Britain with Ireland by means of a tunnel under the Irish Channel has been before the public for some time. It is now being supported, as our cables inform us, on Sunday, by such influential persons as the Marquis of Londonderry and Earl Spencer, two ex-Lords-Lieutenant of Ireland, Lord Rosebery, the only ex-Premier of the United Kingdom, and Lord Walsley, the Commander-in-Chief of the British Army. The scheme is not open to the objection which was, naturally enough, raised in the proposal to construct a tunnel between England and France, and indeed the main argument against the Anglo-French connection might reasonably be quoted in favour of the Anglo-Irish. It was then pointed out that to construct the tunnel would be to destroy the insular character of the United Kingdom and to place in the hands of possible invaders the ready means of transporting an invading army into a land which could no longer be securely defended by sea. But the Anglo-Irish tunnel would bring the British Isles still closer together, and thus render the work of defence more easy should occasion arise. There are few people who can look

Noumea on the 13th instant, and the Goldfinch on the 12th, for the New Hebrides. It is expected

distance of some sixty miles. But what a sixty miles! The few hours spent in the transit seem to be a long misery by reason of the roughness of the Channel and despite the fine steamer accommodation provided. This is the longest route of the four examined by the movers in the tunnel matter. If one travels from Scotland to Ireland he can reduce the distance to ten miles if he goes from the Mull of Cantyry to Fairhead, in county Antrim, or to 25 miles if he goes from Port Patrick to Donaghadee in the same county. But either of these routes is rather out of the way for a Londoner, say, who wants to get to Cork. The particular route has not yet been chosen, but for some time the Board of Trade engineers have been carrying out borings and soundings. The British Government does not generally grant subsidies for such purposes, or even supply the help of its officers. The new departure, then, would seem to justify the belief that the ten millions which the work is estimated to cost will be furnished by the Treasury. It is of course a national work, and it would hardly do for the chief channel of communication between the two islands to be in the hands of a private company.

**CONSPIRACY.**—Our London correspondent is dealing with "Australia and Imperial Topics" in some cleverly written article in the *Transvaal* position, the Pacific cable, the future of the Imperial Institute, the Peace Conference, the concession made by the Home Government in regard to the Boer duties, and other matters discussed. We also publish

Joubert. The Drummoyne and Birkenhead Company's steamer, Leichhardt, got on to the sand in

[illegible]

right leg, fracturing both bones. He was conveyed to the hospital by the Civil Ambulance and

who whose letter of acknowledgment accompanied the communication. The secretary of the H. B. Industries pointed out that the work of the association (whose president was the Right Hon. Lord Windsor) was to uphold British supremacy, and to promote the interest of British subjects in the South African, with full recognition of colonial self-government. The work mainly consisted in placing before the country the fullest information upon the political, commercial, and other questions which affect the various peoples and communities of South Africa. There was a large and a substantial work done in the preparation of literature and organising public meetings. The latter were addressed by speakers either personally acquainted with South Africa, or by those who made their subject of their special study. The Mayor expressed much gratification that the efforts here in Australia for sympathising with those in the Transvaal in their present difficulty had thus been reinforced.

**YOUNGER TALK.**—Reference was made in our cable message of yesterday to the fact that Sydney meat exporters have made arrangements for the consolidation of the sales of frozen meat in London, and further that capital has been primarily raised for the erection of slaughtering works at Blacktown, which will be of the kind in Australia. There was some speculation in frozen meat circles yesterday as to what this meant. It is known that Messrs. H. C. Richards (Bevermore Meat Company), Mr. Henry Paterson (Fresh Food and Ice Company), Mr. Tyson (Pastoral Finance Company), and Mr. E. Owen Cox (Geddes, Birt, and Co.) are present in the market. It is stated that Blacktown suggests that Mr. Richards probably has something to do with the new company, and it is quite possible that the other gentlemen named are also interested. Pending further cable information, however, nothing of a very definite character can be said.

**ECUMEN OF THE MOON.**—Mr. H. C. Russell,

**DEATH AT THE SYDNEY HOSPITAL.**—A computer named Samuel Thilston, lately residing at 521 Downing-street, Darlinghurst, who was admitted into the Sydney Hospital about six weeks ago suffering from a severe cold, was supposed to have been sustained by falling on a kerbstone, died in that institution on Tuesday night. The coroner has been informed, and an inquiry will be held this morning.

**ROMNEY IS CHAUNCEYER.**—Some time on Tuesday evening, during the absence of the police principally in King and Market streets, an audacious robbery took place at the premises of Messrs. Charles Banks and Co. (sole Australian agents for Shell and Co. of England), manufacturers of Carriage-street. The premises were securely closed at 2 p.m. on Tuesday, and yesterday morning, shortly before 9 o'clock, it was found that a pane of plate-glass in the front office window had been broken, and the contents, which was subsequently found inside. The screws and catch by which the window was secured were unfastened, and it was evident that the lower sash was raised, and the contents, valued at £100, taken from the ledge inside. It was evident that the thieves or thief never entered the building. The rigors stolen were samples, and, as they cannot be replaced for about five months, their loss will cause considerable inconvenience to Messrs. Banks and Co. The premises, it may be mentioned, are within 100 yards of the police station at the corner of Erville-street.

**THE COMMERCIAL TRAVELLERS' ASSOCIATION OF NEW SOUTH WALES** intend holding their annual ball at the Alexandra Tavern Hall on Friday next, 23rd instant. The committee have made elaborate arrangements in order to make his function a most enjoyable one, and have been made a special charge to leave the hall for a suburb at the termination of the ball. Full particulars can be seen on reference to our business columns.

**IT IS ANNOUNCED** that a meeting in connection with the

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Metropolitan Hotel, King-street, at 5 o'clock to-morrow.

first contact with the shadow will be observable at 10 hours 32 minutes 8 seconds p.m. Sydney mean time: the beginning of the total phase at 11 hours 32 minutes 8 seconds p.m.; middle of the eclipse on June 24, at 12 hours 17 minutes 9 seconds a.m.; end of total phase, 1 hour 3 minutes a.m.; last contact with shadow, 1 hour 3 minutes a.m.; first contact with shadow occurs at 96° from the north point of the moon's limb towards the east, last contact at 100° towards the west, in each case for direct sight. The moon rises at Sydney on June 23 at 6.45 a.m. and sets at 3.41 p.m. on June 24 at 7.1 a.m. A correspondent points out, in connection with the eclipse, that an opportunity will be afforded to those who possess astronomical telescopes to observe the times of disappearance and reappearance of the moon's limb: the time, if of small stars at the moon's limb, to the close,















